1:Stanford U. S-4, 5 1956 AF14 Central China AF14

Hainan Island. Hardwood and maple forests are found at different places on the mountains of northern Kwangsi. 137

## IV. IMPORTANT COMMUNICATION LINES AND CENTERS [18]

The Peking-Hankow, Hankow-Canton and Canton-Kowloon railways, together, run the entire length of the Central-South Region and constitute the main north-to-south transportation trunkline. The main communication lines traversing this region from East to West are the Yellow River, the Lunghai Railway, and the Yangtze River. There is also a railway cutting diagonally through Kiangsi, Hunan, and Kwangsi provinces. 361 489

The Peking-Hankow Railway enters this region at a point a short distance north of Anyang in Honan Province. The industries in Anyang prosper because of the nearby Liu-ho-kou Coal Mine. South of Anyang, the railway passes through another large city, Hsinhsiang, which is expanding along with the Chiao-tso industrial and mining center to the west. There is a spur line between Hsin-hsiang and Chiao-tso. Hsinhsiang marks the beginning of a large irrigation and flood-diversion ditch, which runs parallel to the railway to reach the Yellow River. After crossing the river by way of a steel bridge, the railway reaches Chengchow. The Chengchow bridge, 3,010 meters

18. Ch'eng Kuang-yü, Chung-kuo Tu-shih [The Cities of China], Taipei, Chung-hua wen-hua ch'u-pan shih-yeh weu-yüan hui, 1953; Jen-min Shou-tse; [People's Handbook], Tientsin, Ta-kung pao, 1955; Ya-chou Tien-hsün [Asia Foundation Bulletin], San Francisco, July 6, 1955; New China News Agency Dispatch from Peking, March 1, 1955, quoted in Survey of China Mainland Press, No. 998, Hong Kong, U.S Consulate General, p. 28.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

(9, 700 ft.) in length, is the largest of its kind in China. West and east of the bridge is the flood-diversion project, for which a main dike to harness the Yellow River was completed in 1951. At Chengchow, the present provincial capital of Honan, the Lunghai Railway intersects the Peking-Hankow Railway. Its location at the junction of two of China's main railroads contributes greatly to Chengchow's position as the largest cotton market in this section of the country. The Peking-Hankow Railway beyond Chengchow runs due south and leaves Honan Province to enter Hupeh through a strategic tunnel a few miles south of Hsin-yang.

The first key city on the Lunghai Railway in eastern Honan Province is Shang-ch'iu, where a part of the extensive flood-control system for the Hwai Valley is located. Both Shang-ch'iu and Kaifeng to the west are ancient cities. At present Kaifeng still ranks among the four top commercial centers in China. Farthern west the Lunghai Railway passes through Chengchow to Loyang, another ancient metropolis often mentioned in history and classic literature.

Some geography books include the Pai River basin, in southwestern Honan Province, among the most extensive river basins in China. The area of the basin is not as large as the Chengtu Basin in West China which supported the Nationalist Government and almost all of its troops during World War II, but the Pai River region is a clearly defined basin. In the basin's center is

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

Nan-yang, which has a well-developed network of highways extending south to Hupeh Province, west to Shensi Province, and into all parts of Honan Province. 361 489 133

Wuhan, the largest municipality in Central China and the provincial capital of Hupeh, comprises the tri-city of Wuchang, east of the Yangtze River; Hankow, north of the Han River and west of the Yangtze; and Haryand, south of the Han River. A 1952 estimate placed the population of Wuhan at 1,200,000. Of the three parts of Wuhan, Hankow was a center of bristling political activities in the 1920's when the Nationalist and Communist parties quarreled through their first short-lived coalition, and both parties were, at the same time, torn with internal strife. At Hanyang, an ordnance plant that has done a great deal for China's growing armament is being expanded under Communist direction. In this community, sprawling over the confluence of the Han and Yangtze rivers, a large-scale reconstruction program has been launched to remodel the parks and to build a people's square, a worker's cultural palace, a martyr's memorial, and other structures for public use. 361 489 [162] [389]

In August 1955, the plan for a modern railway bridge on the Yangtze River at Wuhan was reaching its final stage. When this bridge is completed there will be direct connection between the Peking-Hankow and Hankow-Canton railways.

The section of the Yangtze River in Hupeh Province is navigable for river steamers all year round. West of I-ch'ang, the Yangtze River flows through the famous gorges, which pose a difficult problem for the most experienced navigator. The Communist press has repor-

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

ted sufficient improvement on this stretch of the waterway to make the claim that the Yangtze Gorges "bows to the will of the proletariat." East of the I-ch'ang the Yangtze River widens, and its current is less swift until it reaches Chiang-ling, where more tributaries swell the Yangtze River and create a flood threat to the nearby lowlands. In 1952, according to Communist reports, a massive project of flood control was pushed to completion within the unbelievably short time of two months; this project is located on that stretch of the Yangtze River known locally as the Ching River, immediately south of Chiang-ling.

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Another important city located on the Yangtze River in eastern Hupeh Province is Huang-shih, which is being rapidly built up into an industrial center in order to utilize the product of the well-known Tayeh Iron Mine in the west. The Hua-ch ng Iron and Steel Company and the Hua-hsin Cement Company are housed in Huang-shih.

The Han River is a large waterway which empties from the northwest into the Yangtze River at Wuhan. River-boat traffic starts on the Han River at Lao-ho-k'ou, a city which controls the only highway linking Hupeh Province directly with Shensi Province to the northwest across rugged mountains. Downstream from Lao-ho-k'ou about sixty miles is the twin-city of Hsiang-fan, composed of Hsiang-yang and Fa-ch'eng. Legends originating in the period of the Three Warring Kingdoms have made Hsiang-fan a familiar place to most readers of Chinese lore. The city is a key communication center in northern Hupeh Province.

Among the important cities on the Hankow-Canton Railway in Huan Province are Yüeh-yang, Changsha, Chu-chou, and Heng-yang. Yüeh-yang is located on

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the east side of Tungting Lake, and is the eastern gateway to this province. The strategic value of Yueh-yang on the Yangtze River has been long recognized, and remnants of ancient river defenses are still found in this vicinity. Besides being an old provincial capital, Changsha has won national fame as the city where Mao Tse-tung spent his early years studying and shaping his philosophy of Communist revolution. Hunan University occupies a scenic spot on the Hsiang River. At Chu-chou, the Hankow-Canton Railway connects another railway running east to the well-developed P'ing-hsiang Coal Mine in Kiangsi Province. From Chu-chou westward, the new Huanan-Kweichow Railway is open to traffic as far as Hsiang-t'an. Mao Tse-tung's birthplace lies in a mountain village to the northwest of Hsiang-t'an. The position of this city as a communication point in central Hunan Province is strengthened by the proximity of the Hsiang River and one of its fairly navigable tributaries. At Heng-yang the Hankow Canton Railway connects with the Hunan-Kwangsi Railway, and this junction aids the development of a rich coal field south of Heng-yang.

The Communists plan that the new Hunan-Kweichow Railway will run from Hsiang-t'an westward through a tin-mining area not far north of Shao-yang, a highway hub in southwestern Hunan Province. Later the new railway will be extended through Huai-hua in the mountains between Hunan and Kweichow, where the inhabitants are mainly of the Miao minority.

The railway from Chu-chou enters Kiangsi Province to the east, extends to the center of the province, and reaches the provincial capital of Nanchang. Nanchang, the birthplace of the Chinese Red Army, is served by

two other railways: the Nanhsün Railway leads to the Yangtze River port of Chiu-chiang (Kiukiang); and the Chekiang-Kiangsi Railway goes through the city of Shang-yao to reach Shanghai on the coast. Nanchang, moreover, has waterway transportation on Poyang Lake and the Kan River, which is navigable for river boats of small tonnage all the way upriver to Kan-hsien. At Kan-hsien the two rivers of Chang and Kan merge. Their confluence coincides with the intersection of several highways serving the three adjacent provinces. One of these highways cuts through the mountains along the Hunan-Kiangsi-Kwangtung border by way of Ta-yü. Since this is the only highway that breaks the natural barrier between the three provinces, Ta-yü becomes a strategic spot. The Communist troops used this route during their campaigns in the early 1930's. In northeastern Kiangsi, a railway has been planned to link the province with Anhwei Province. The proposed line will run through Ching-te-chen, the "porcelain capital" of China.

The Hankow-Canton Railway enters Kwangtung Province from the north and reaches Shao-kuan, also known as Ch'ü-chiang, the largest city in northern Kwangtung. The railway runs south, parallel to one of the Pearl River's tributaries, en route to the terminal at Canton. At the time of the birth of the Chinese Republic, Canton had been the seat of the revolutionary government under Sun Yat-sen. It had also been the scene of a feverish struggle for power between factions within the Nationalist Party, and between the revolutionary government and the warlords. As the capital of the province with probably the densest population in China, Canton's trade has been handicapped by the restrictive Pearl River waterway and diverted by the development of Hong Kong. Seagoing vessels now dock at the

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Whampoa Harbor about 30 kilometers (20 mi.) down river from this city. The Pearl River cuts the city into two parts, but a steel bridge joins them. The No. 1 Machine Manufacturing Plant is located in this city. On October 1, 1954, the seven-story Nan-fang-ta-hsia (The Great Southern Hall) was opened. It is located on the bank of the Pearl River. The neon-lighted red star on top of its observatory tower is a landmark that can be seen for miles.

Canton is connected by highways with such seaports as Swatow and Chan-chiang. The water in Swatow Bay averages 20 meters (62 ft.) in depth and offers excellent harbor possibilities. The Nan-ch'i River, emptying into the sea at Swatow, is not a large river; however, Swatow has adequate transportation facilities to reach the hinterland by way of Ch'ao-chou to the north, which is located on the larger Han River.

At Chiang-men (Kongmoon), T'ai-shan (Toishan), and Fo-shan (Fatshan), on the crowded Pearl River delta in southern Kwangtung Province, are the former homes of most of the Chinese in America. These cities are linked by highways and waterways and are prosperous commercial centers. All the roads on the Lei-chou Peninsula lead to Chan-chiang, a port on the bay of Kwangchowan, at one time leased to the French, who fortified it by building Fort Bayard. Chan-chiang has a well-protected harbor. The Chan-chiang--Li-t'ang Railway has been completed; thus, cargoes unloaded at Chan-chiang can be shipped directly to Kwangsi Province. On July 4, 1955, the State Council at Peking decided to launch a large-scale construction program to build this port into a naval station. Dovetailed into this construction program is the plan to develop the

port of Pei-hai to the west. Pei-hai on the Gulf of Tonkin is capable of accommodating vessels up to 3,000 tons. 361 489

The navigable Hsi River connects Canton with Wu-chou on the Kwangsi side of the Kwangsi-Kwangtung provincial boundary. Wu-chou is the center of water transportation in eastern Kwangsi and is also a chemical industrial center. From Wu-chou up the Liu River small boats can reach Liu-chou at the intersection of the Hunan-Kwangsi and Kweichow-Kwangsi railways. One of the machine-manufacturing plants operated by the provincial government is in Liu-chou. North of Liu-chou on the Hunan-Kwangsi Railway is the former provincial capital of Kweilin. This city is well known for its scenic beauty and remembered as a gathering place for the writers and artists of China during World War II. From Liu-chou westward the Kweichow-Kwangsi Railway passes by Nan-tan; but this railway is only half-completed, and from Nan-tan northward traffic still depends on a highway. From Liu-chou southwestward the Hunan-Kwangsi Railway runs all the way to the frontier town of Mu-nan-kuan, formerly known as Chennankwan. Perhaps the change of the city's name from "Suppress-South-Gate" to "Befriend-South-Gate," brought about by the Peking regime, is not without political significance. With the reopening of the Hanoi--Mu-nan-kuan Railway in Indochina on February 28, 1955, the city of Mu-nan-kuan has become a key point on the international boundary. Between Liu-chou and Mu-nan-kuan the Hunan-Kwangsi Railway passes Nanning, the provincial capital and a highway hub in central-south Kwangsi. From Nanning a highway runs northwest to western Kweichow Province by way of Pai-se, the largest city in western Kwangsi Province.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

There is a highway circling the Island of Hainan, with the port of Hai-k'ou as its most important terminal. The Nan-tu River, the largest and most navigable waterway on the island, provides Hai-k'ou with convenient transportation to the center of the island. From Hai-k'ou, highway traffic can reach the port of Yü-lin, which has natural features far superior to those of Hai-k'ou. However, because Yü-lin is at the extreme southern tip of the island and is somewhat isolated from the rest of the island by mountains, it remainds to be developed as a valuable port. 361 487

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

Unlike the Miao
in Kweichow, the Miao on Hainan are united; 563
and unlike the Li, the Miao do not form large 361
villages.[27]

There is little social stratification in Miao 563
communities in the Central-South. The Miao 562
women work in the field together with their men. They do not observe the marriage bond as strictly as the Han Chinese women. They do not suffer particularly under the marriage system, and the enforcement of the new Marriage Law by the Communists make no material difference to the status of Miao women in their own communities.

F. The Li of Hainan 'sland

Althoug the Ha and the Chi are actually two 563
branches of the Li people, the Li proper and the Chi and Ha differ culturally and discriminate against each other. The Ha, who daim to be Han immigrants during the Han dynasty are more advanced culturally.

All of the Li people use wooden plows and depend upon Han Chinese merchants for the importation of iron farming implements, which have always been inadequately supplied in the Li

27. Min-tsu Cheng-t'se Wen-hsien Hui-pien, pp. 53-54.

1:Stanford U. S-4, 5 1956 AF14 Central China AF14

areas. Land holdings are scattered, and most of the Li landlords have Miao as their tenants.[28] 563

A traditional Li tribe consists of three to ten villages, and each village contains a number of clans. The heads of the clans as well as the heads of the tribes exercise life and death power over the Li people under their control. 563 361

## IV. GENERAL ETHNIC PROBLEMS AND THE CHINESE COMMUNIST ETHNIC POLICY AND ADMINISTRATION

In the Central-South Region there is a higher degree of interpenetration on the part of the various ethnic groups, especially in Kwangsi Province, than in the Southwest. Consequently, social problems of the Central-South, especially in areas where ethnic groups abound, cross the ethnic lines. For instance, so-called exploitation is usually (1) by Han Chinese landlords of Yao or Miao peasants, (2) by Han merchants of handicraftsmen minority of the nationalities, (3) by Tung and Chuang landlords of Miao and Yao tenants, and (4) by the Li landlords of Miao tenants on Hainan Island. Consequently, in the land reform conducted by the Communists, Yao, Miao and Han peasants were often gathered 563

28. Ibid., pp. 53-54.

2:Shryock H-4, 5 (no date)1931 AF 14 Central China AF 14

# THE TEMPLES OF ANKING

361 The city of Anking is the capital of the interior province of Anhui, in central China. It is situated among low hills on the north bank of the Yangtze River, which there runs due east for a short distance, 370 miles from Shanghai, in lat. 36 9'N. and long. 116 5'E. The *Encyclopedia Sinica* gives its population as 40.000, which is probably as good a guess as can be made at present. Unfortunately the census of the Chinese Post Office gives only the figures for the Hsien, which is a district many times larger than the city. The city wall is about three miles in circumference, but there are suburbs outside the East, West and North Gates. There are lakes to the north and northwest, and about ten miles to the north is the Great Dragon Mountain (Ta Lung Shan) which is about 3000 feet high. The country is a fairly fertile agricultural district.

361 197 The language of the people is a dialect of mandarin, differing slightly from that of Hupeh, but fifty miles north or south of the river the pronunciation has changed so that an Anking man may not be able to make himself understood by the uneducated coolies in Taihu, for instance. With a gentleman he would have little difficulty.

411 633 361 The city is not remarkable for any special products and is not of great importance commercially. Good inks are sold there, but they are made in other places. A tributary from the north enters the Yangtze outside the West Gate and there seems to be a considerable amount of trade carried on it in junks. Anking is not a treaty port, although it was intended to make it so at one time, but local opinion was able to prevent it. The river steamers

[p. 23] [p. 22 is blank]

2:Shryock H-4, 5 (no date)1931 AF14 Central China AF14



441 call there, but only the Chinese lines have wharves. What importance the
633 city has at present is due to its being the provincial capital, and I should say
361 that one-fourth of the land inside the walls is occupied by public buildings such as yamens, gaols, schools and temples. There does not seem to be any chance that the city will be reached by railroads in the near future, and this has reacted against its influence. It is a rather sleepy, conservative, comfortable place to live in. For many decades it has been slowly recovering from its destruction at the time of the T'aip'ing Rebellion, but prosperity seems to be approaching at last, and there are one or two small cotton mills, a mint, electric light and telephone companies.

361 As Chinese cities go Anking is not very old. An imperial road from Canton to Peking went north from Nanchang to Kiukiang, where it crossed the Yangtze, and then ran diagonally across Anhui, through the cities of Susung, T'aihu, Ch'ienshan, T'ungch'en, Hofei and Huaiyuen, where it crossed the Huai River not far from the modern Pengp'u. Anking is located to one side of this road, about sixty miles east of T'aihu and south of T'ungch'en, so that whoever held Anking could control the road, which before the coming of the railroads was one of the main arteries of the empire. Yet it does not seem to have been built for this purpose. There are stories that the city is on the site of a fort built by the famous Tsao Tsao, of the Three Kingdoms, who lived around 200 A. D., but the Huailing Hsien Chih, which is the best authority, says that nothing was there until the Sung Dynasty, and moreover, it does not appear that Tsao Tsao ever came so far down the river. The accepted story is that in the 1st year of Ching Ting (1260) when the Southern Sung Dynasty was making its futile struggle against the Mongols, a number of wealthy families from Ch'ienshan founded Anking because its position, surrounded by the river, marshes and concentric lines of hills, was more easily defensible. The city makes an admirable bridgehead for a southern force and only recently was so used by the T'aip'ings, but the Pukow-Tientsin and Hankow-Kaifeng railways have taken away its strategic importance, fortunately for the peace of mind of its inhabitants.

The chief events in the history of the city correspond to the general

2:Shryock H-4, 5 (no date)1931 AF14 Central China AF14



history of the country and can be stated briefly. In the 1st year of Sung Kung Ti (1274), the city surrendered to the Mongols. In the 18th year of Yuen Hsun Ti (1351), the city was captured by Ch'en Yiu Liang, a Chinese in rebellion against the Mongols, the governor, Yu Chueh, his officials and family committing suicide. Two years later Ch'en was killed by Chu Yuan Chang (Hung Wu), who became the first ruler of the Ming Dynasty. In the 2nd year of Ch'ing Shun Chih (1646), Anking surrendered to the Manchu armies. In the 3rd year of Hsien Feng (1854), on the 17th day of the 1st month, the " Robbers of Kuantung ", the T'aip'ings, captured the city, which they held until the 3rd month of the 10th year of Hsien Feng, when it was recaptured by the imperialists under Tseng Kuo Fang. In the 3rd year of Hsuan T'ung (1911), Anking declared for the republic. An abortive attempt by revolutionaries some time before had failed, though the governor was assasinated.

Under the empire each province was divided into a number of Fu, or prefectures, and each Fu in turn consisted of so many Hsien, or counties. The county seat, or Hsien city, was the small est place allowed a wall, at least in the Yangtze Valley, where small towns and villages are not so protected. There are instances of cities growing to great size without being permitted a wall, because they did not rank as Hsien. The best known are Hankow and Chingtechchen.[1] Anking is a Fu city and contains six Hsien, T'aihu, Susung, Wangchiang, Ch'ienshan, T'ungch'en and Huailing. The city was the seat of both Fu and Hsien officials, as well as provincial, since it served as the capital city of the province of Anhui, the Fu of Anking, and the Hsien of Huailing. It has temples to both Fu and Hsien City-Gods, which is unusual. The divisions have been slightly changed under the republic.

Each Hsien city publishes a sort of encyclopedia of information about itself, called a Chih. The table of contents of the latest edition of the Huailing Hsien Chih are given in Appendix 2. It consists of thirteen volumes. Most of the dates and statistics contained in this paper are taken from it, and many of the essays on temples and gods. The book is not sold, and my copy was



[1] [Errata: should be Chingtehchen. Cf. Errata sheet, p. 204, cat. 116--Analyst]

2:Shryock H-4, 5 (no date)1931 AF14 Central China AF14



presented to me by the editor-in-chief, Mr. Hsu, who was kind enough later to clear up several difficult points for me.

Huailing Hsien is much older than the city of Anking. In ancient times it was a part of a district called Wan or Hsu. The name Huailing first appears in the Chin Dynasty (about 380 A. D.) was continued under the T'ang, and is still used. Wan, or Wan Chiang, survives as the literary name of Anhui.

The Huailing Hsien Chih gives accounts of 123 temples within the city, varying in length from one or two sentences to several pages. I have found two temples not listed, which were evidently too recent to be included in the last edition, which appeared in 1915. The complete list is given in Appendix 3. It does not include public halls (Kung T'an), charitable organizations, or the provincial and trade gild halls, with one exception, the Fukien Gild, which is entered as the T'ien Hou Kung. (Temple of the Queen of Heaven.) All these contain chapels or altars. Moreover, all permanent homes have their ancestral tablets with an altar before them, and a picture or image of the Kitchen-God. Images of the God of Wealth and of trade gods are found in shops and in the meeting places of business organizations, but none of these are classed by the Chinese as temples. The numerous shrines to Earth-Gods (T'u Ti), which are scattered throughout the city and still more over the country districts, are mentioned but not enumerated.

Practically all the temples of the city were destroyed in 1854 by the T'aip'ings, who were opposed to image worship, or during the ensuing years of rebellion. When peace was restored the temples were rebuilt, but on a less pretentious scale. Nearly every temple history records that the place was destroyed by fire in the 3rd year of Hsien Feng and rebuilt during the reign of T'ung Chih. Thirteen temples are listed which do not now exist, and thirteen more are now put to various non-religious uses, from schools to carpenter shops. The halls of the three state temples, which are only used twice a year, are usually occupied by spinners of silk thread. There does not seem to be anything particularly sacred about a temple building or

2:Ling & Ruey--56 E-5 (1933) 1947 AE5 Miao AE5
Central China AF14

M /32 cont./
132 a ts'un. Excessive rain continues throughout the spring and summer for weeks and months, rendering the place muddy and difficult for travel. As soon as the rains let up, the steaming
M atmosphere penetrates the bones. The spring water flowing from
[312] rocky mountain hollows is very cool and upsets the stomach when drunk. The climate is so bad that outsiders living there are liable to become sick. This is what Ma Fu-po said: "Alas, Wu Ch'i is full of poison." In autumn and winter the frost and snow fall early, the distant hollows and lonely peaks being piled with accumulated snows for many months without melting. Often hailstorms pelt the land and icicles hang from the eaves to the ground as big as pillars. To go in and out of a house the Miao have to break open the ice with sticks. If one goes up six li it is especially extreme. Even the birds run away from the cold weather. Since the area has been developed and the Miao civilized, there have been less rainy weather, fewer freezes, and birds have come back to nestle in the trees." This quotation gives some general ideas about the climate of the Miao area. But today, the Miao area, having been developed for a long time, has no more jungle, and although the climate remains the same, the geographical environment has been greatly changed. The former malaria-ridden wilderness has become thickly populated areas.

C Settlements. — The distribution and types of Miao settle-
712 ments vary according to the topography and ethnic group. The
[621] Chinese generally live in a ch'eng /city/, a pao /fort/, a t'un
361 or in the neighborhood of a stone guard house. The city is /Illus. 8 faces p. 33/ /33/ larger than the pao and the t'un smaller than the pao. So the important Chinese settlements are the paos and t'uns. Paos and t'uns are more numerous in the Miao area than in any other region. The origin of their construction is referred to in Miao Fang-pei Lan in the Ch'eng Pao P'ien /Section on Cities and Forts/ as follows: "According to the Feng-huang subprefecture's negotiations for improvements and memorial to the throne to repair the paos, Te-sheng-ying /Victory Barracks/ (Illus. 9) and Liao-chia-ch'iao /Liao-chia Bridge/, the defense commissioner

/35/
C 712 were built for defense. At such places as Huang-lo-chai and Shui-ta-t'ien in the sub-prefecture large paos were erected. In thinly populated and topographically restricted areas, t'uns were built, which communicated with each other for mutual defense. A t'un is built according to the requirements of the place, varying from several chang to more than ten chang in width, and from ten to 30 chang in length. The foundation of a t'un is laid with two or three ch'ih of rough stones, on which are added two layers of bricks about four or five ch'ih in height; and then the crenulated wall with apertures for observation and firing guns is put. Each t'un accommodates a few dozen men. Animals and grains are also sheltered in it." There
C 361 712 are two kinds of paos, the stone and the earth paos. A small pao is oval in shape, a street runs through the center, bordered by residential dwellings, with two pao gates at the two ends of the street. A big pao is round in shape with three or four pao gates (Illus. 9), and the streets within are often in the shape of a cross.

C [342] Besides the paos and the t'uns in the Miao area there are many stone houses /tiao/. Formerly in the areas around these stone houses t'un soldiers were posted to keep watch. Today, such areas have become little settlements, as in Illus. 10. These are villages near the stone houses. The Chinese also settled at important communication points leading to bridges.
C [491 443] They even built houses on bridges, forming bridge streets, such as shown in Illus. 11. Some markets also have appeared at ferry points along the rivers. Chinese settlements are distributed mostly along communication lines and garrison points so that in case of alarm they can come to each other's aid.

M 361 [712 363] The Miao settlement is called "chai" (Illus. 12, 13), built generally against a mountainside or along a river, without any uniform appearance. The chai wall is made of earth or stone slabs, and there is no definite number of gates. The streets of a chai zigzag up and down, with tiny alleys on both sides. In each alley there are a few families. The alleys are

2:Ling & Ruey--E1 E-5 (1933) 1947 AE5 Miao
Central China AF14
/36/
342
361
491

Illus. 11. The bridge street of San-kung-ch'iao Bridge in Feng-huang (the bridge is over Wan-yung Chiang River).

2:Ling & Ruey--72 E-5 (1933) 1947 AE5 Miao AE5
Central China AF14
145/
C
501
361
M
501

Illus. 18. Dragon-boat-festival boat race on the T'o Chiang River outside Feng-huang city.